PacifiCorp

Deer Creek Mine

C/015/0018

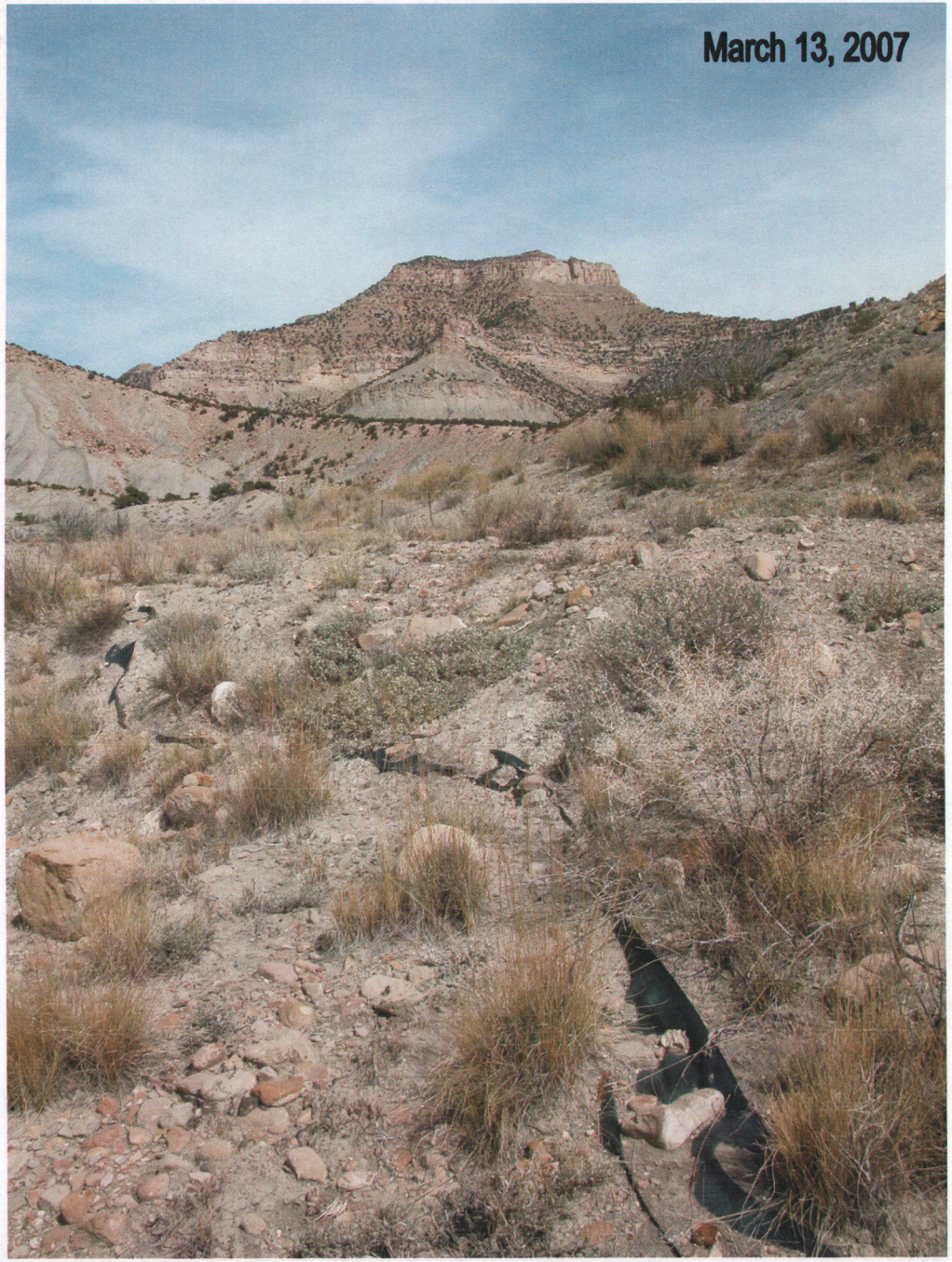
Amendment to Remove the Remainder of the Silt Fencing Along the Deer Creek Waste Rock Site Access Road, Pacificorp, Deer Creek Mine, C/015/0018, Emery County, Utah

FILE IN Expandable 3.28.07

Refer to Record No. 0018
in C/015/0018, 2007, incoming
for additional information

Photo Presentation

Photo A: Lower end of access road where silt fence removal was approved in 1997.



Mid section of access road where silt fence removal was approved in 1997. Upon evaluation of the area, erosion is negligible.

Photo C: Area along mid section of access road where silt fence removal was approved in 1997.

Photo D: Proposed section of silt fence removal. Section of silt fence is approximately 120 feet long.

Photo E: Proposed section of silt fence removal. Section of silt fence is approximately 60 feet long.

Photo F: Proposed section of silt fence removal. No problematic erosion evident upon inspection.

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temporarily stockpiled until it can be redistributed on the embankment slopes after their construction. The temporarily stockpiled soil will be placed in an area at the beginning of road construction away from the activities of the road construction.

Silt fences will be installed along the toe of the embankment slopes to provide erosion protection until the interim vegetation is established (silt fence removed by permission of DOGM March 2007). (Refer to Chapter III Reclamation - For Interim Vegetation Plan.)

C. SUBGRADE

Following removal of the topsoil, the subgrade material will be removed to the lines and grades shown on the plans as required to construct the cuts and fills. Each layer of embankment will be placed, leveled and compacted in 12" maximum lifts. Large rocks will be worked into the fill to avoid creating voids, etc. in the fills. If any acid or toxic forming materials are found these shall be disposed of in accordance with R645-301-542.740 and R4645-301-731.300 through .320 and will not be used in the embankment.

D. ROAD SURFACE

Following the construction of the subgrade, 6" (compacted depth) of crushed stone will be spread and compacted on the road surface. The final surface will not be limited to this surface material. The operator my use, at their discretion, a surface capable of reducing maintenance and controlling fugitive dust. The final configuration of the road will be to the lines and grades shown on the plans (Refer to Chapter IV Enginerring Designs). Maintenance to the access road may vary the lines and grade from the original design but will be consistent with the intent of the

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On the day in which blasting occurs, a portable sign which says "Warning: Explosives in Use" will be displayed near the entrance sign. The immediate vicinity of blasting will be marked with red flagging or red cones.

Upon cessation of operations or bond release, signs and markers will be removed as appropriate.

H. R645-301-751 ALTERNATIVE SEDIMENT CONTROL AREAS

Disturbed areas which cannot be reasonably treated by a siltation structure (i.e., sediment pond) due to remote geographic locations and small areas not justifying a sediment pond but which cannot meet effluent limitations without treatment, are considered Alternative Sediment Control Areas (ASCA). These areas are treated by the best control technology available which includes, but is not limited to: silt fences, berms, catch basins, strawbales, gravel filter dikes, check dams, sediment traps and mulches.

A list of the ASCA's within the permit area is found below in Table I.

Table I: Alternate Sediment Control Area at Deer Creek Waste Rock Site

Site Location	Sediment Control	Acreage	Drawings
ASCA #1 Waste Rock Site Access Road	~~silt fence~~ /vegetation	~~0.11~~ 0.69	WRS Packet 4-5 CM-10778-DR
ASCA #2 Waste Rock site berm outslope berm	silt fence/vegetation	1.72	WRS Packet 4-5 CM-10778-DR
~~Revegetation Area~~	~~vegetation~~	~~0.58~~	~~WRS Packet 4-5~~ ~~CM-10778-DR~~
	Total	2.41	

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topsoil material will be removed from the soil berm outslope and top width. This material will be loaded into an end dump truck, and then hauled to the temporary stockpile area and dumped. Following the topsoil removal the subsoil will be spread over the waste rock fill area using dozers. Upon completion of the subsoil placement the topsoil will again be loaded and hauled and dumped over the subsoil material. A motor grader will be used to evenly spread the topsoil over the top sections of the fill and a D6 dozer will spread the topsoil over the fill slopes. This operation will limit the amount of compaction to the material.

Scarifiers on the blade and D6 dozer will be used to loosen the subsoil layers prior to topsoil placement. Following the leveling of the topsoil material the scarifiers will be used to loosen the topsoil layers prior to seed placement. This operation will be duplicated for Area #2 also.

The Deer Creek waste rock is to be hauled by truck to the site and dumped, when sufficient quantity accumulates this material will be leveled and compacted. During this operation any extraneous material, trash, etc. will be segregated and removed for disposal in an approved sanitary landfill. The placement of the Deer Creek waste rock in both Area #1 and #2 will take place from the north berm toward the south. This will allow final reclamation of approximately half of each area to take place early in the operation. This will allow some of the area to be returned sooner to post mining land use i.e. wildlife habitat.

SECTION IV DRAINAGE CONTROL

1. ACCESS ROAD

The road cross-section will be insloped at 1% for drainage away from the fill slopes. Road side ditches will be built to collect road and hillside drainage. These ditches will channel this flow to the 18" cross culvert. The discharge of this culvert will be onto rip-rap channels then into the natural drainage system. This drainage system will avoid any concentrated flows on the fill slopes.

At the toe of the interim reclamated fill slopes a silt fence filter will be installed to retain any soil eroded due to precipitation. This silt fence filter will remain in place until vegetation is established and approved by the Division to remove.

During the last stages of final reclamation a silt fence filter will be installed at the downslope edge of the reclamated slopes to provide topsoil retention. Where the reclaimed road corridor crosses a natural channel a rip-rap lined channel will be built across the reclaimed corridor. The design and sizing will be the same as the culvert discharge channels used during operation.

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Volume 10, Maps Section, Plate 4-5, CM-10778-DR
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